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COUNTRY USSR (Sverdlovsk Oblast)

REPORT

SUBJECT Installations in Verkh-Neyvinsk

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1. In 1945 about 500 women prisoners were transported in closed railroad cars from Beltsy [N45-46, E27-56] to the Nevyansk [N57-30, E60-13] railroad station. They detrained at this station and walked through forests, under armed guard, to Verkh-Neyvinsk [N57-16, E60-09]. In the old city of Verkh-Neyvinsk, the prisoners were taken to a camp of huts surrounded by barbed-wire and watchtowers. This camp was the first installation for women prisoners at this location.
2. As early as 1945, the free citizens had already been evacuated from Verkh-Neyvinsk, ^{and} all the houses, mostly frame structures, were empty. The inmates of the first women prison camp were charged with demolishing these houses to clear the site for construction of plants, which the prisoners assumed to be connected with the defense industry. Prison camps for men already existed around the town at this time. Some of the men prisoners were used to fell trees, while others did excavation and building work. After 1945, prisoners kept flowing into Verkh-Neyvinsk and, during the period 1945-1949, many women prisoners were brought into the town (no details about the men prisoners), the last transport arriving from Grozny in 1949. By 1949, there were five prison camps for women in Verkh-Neyvinsk, each with about 2,000 or more inmates. These camps existed until 1956, at which time all men and women prisoners were transferred elsewhere since, by then, all building work had virtually been completed and some plants had already begun operating. Former convicts who had been forced to settle in the town and who worked there as salaried employees were also ordered to leave the town in 1956.

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3. Before the departure of the prisoners in 1956, the town was composed entirely of prison camps and factories; it contained no residential houses as such, only a workers settlement (robochiy poselok) in a forest near the town (exact location unknown), where some of the workers employed in the area lived. Most of the workers, however, lived in Verkhniy Tagil, Nizhniy Tagil, Nevyansk, or Sverdlovsk; available motor transport was provided in these cities to and from Verkh-Neyvinsk. The prison camp directorate and the construction directorate were located in Sverdlovsk.

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4. The largest of the Verkh-Neyvinsk enterprises was that referred to by the prisoners as Jet Aircraft Plant (Avyatsionno Reaktivnyi Zavod). This plant, which was put into operation as early as 1953, was located to the right [east] of the Sverdlovsk/ Nevyansk railroad line, coming from Sverdlovsk, [sic] and about four kilometers from the Verkh-Neyvinsk railroad station (direction not available). The plant was surrounded by a concrete wall about 1.5 meters high and took up the entire [sic] area of the old city of Verkh-Neyvinsk, in addition to ground which had formerly been forest area. The Jet Aircraft Plant consisted of many large - long, broad and high-buildings (their numbers and dimensions not known), all of which had flat roofs which were camouflaged to blend with the adjoining woods. None of the buildings had any chimneys or windows, only elongated apertures right under the roofs for ventilation.

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5. All of the employees of the jet aircraft plant wore white overalls and, in some departments, masks and special clothing were worn. Shop No. 1 (Perviy Tsekh) of the plant occupied a building about 1,000 meters long, 300 to 400 meters wide, and about 20 meters high. This shop, which employed about 300 workers in one shift and had many machines (no description), manufactured some kind of "tubes" referred to as Dula (Dulo - barrel), which constituted the central part of the aircraft fuselage [possibly the shell of a jet fighter engine]. The tubes were several [sic] meters long and about one meter in diameter. The wings of the aircraft were manufactured in Shop No. 2, while other departments manufactured various other components.

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6. Up to 1956, there was no railroad spur leading into the jet aircraft plant. On several occasions, at night, aircraft covered with tarpaulins were seen loaded on long, low flatcars in the grounds of the plant, from where they were drawn by tractors to the Verkh-Neyvinsk railroad station. Many trucks covered with tarpaulins used to come into the plant and unload in the warehouses, but their loads could not be discerned. They were driven by hired drivers and were escorted by a number of armed soldiers. No special precautions were known to have been taken to safeguard the health of the workers, and there were no areas that were out of bounds. The plant was guarded by soldiers with red and gold [sic] shoulderboards and by many people in civilian dress.

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7. MVD Maj. Aleksander Ivanovich Korolev was director general of the jet aircraft plant in Verkh-Neyvinsk. [redacted]

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[redacted]
In 1956, the chief engineer of the jet aircraft plant was MVD Maj. Yevgeniy Orlov [redacted]

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[redacted] the jet aircraft plant was one of the largest plants of its kind in the USSR.

8. [redacted] the atomic-missile plant (atomno-raketniy zavod), and a tank plant (tankoviy zavod) were operating in Verkh-Neyvinsk by 1956. The two plants stood next to each other on the left [west] side of the Sverdlovsk/Nevyansk railroad line, coming from Sverdlovsk, and about seven or eight kilometers from the Verkh-Neyvinsk railroad station. They were surrounded by armed guards and all approach to them was forbidden. These two plants, along with other plants whose nature was not known, were located in the forests and were well camouflaged. In 1956, a railroad spur was being built from the Verkh-Neyvinsk station into the atomic plant. [redacted] the atomic plant

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was producing missiles (rakety) of the "longest range" [redacted]

[redacted] in 1957 [redacted] construction began in that year on a new underground plant in Verkh-Neyvinsk [redacted]

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9. The power station for the Verkh-Neyvinsk plants was put into operation in 1953, the same time as the jet aircraft plant. The station was situated about one kilometer east of the jet aircraft plant and consisted of three large buildings without chimneys. (It was said in 1956 that not a single chimney existed in Verkh-Neyvinsk). The power station and the aircraft plant received their water via underground pipes (no details) from a lake called Ozero Puksa, while the other plants, i.e. those to the left [west] of the Sverdlovsk/Nevyansk railroad line, were supplied from the Ozero Kvand.

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